

NEWS AND FEATURES

HOUSEWIVES AND DRINK.

IN THEIR HANDS LIES THE SOLUTION TO THE TEMPERANCE QUESTION. SAYS A WOMAN.

"In the hands of the housewives of the land lies the solution of the temperance question. It is possible of them so to order and prepare the foods for their tables that their families and guests will have no craving for liquor or stimulants of any kind. This principle, studied out, would quickly settle the Sunday closing debate." These statements were made yesterday by Dr. Carolyn Geisel, who is giving a series of lectures on vegetarian cookery in the Metropolitan Lyceum, No. 33 West Fifty-ninth-st. Dr. Geisel is one of the many lecturers in all parts of the world who, under the direction of the International Health Association, are promulgating theories of hygienic living in food, dress, etc. In her audience yesterday was a large number of members of the Second Advent churches of this city, who hold the strict observance of the laws of vegetarianism among their tenets.

"Perhaps it was because so many toothsome dishes have been sacrificed for the faith that a general sigh was heard yesterday when Dr. Geisel added still others to the list of contraindications. All mixtures of cane sugar, she said, should be used as seldom as possible.

"You don't mean to bar out chocolate creams, do you?" broke in a member of the class. "No ice cream and cakes," demanded another. When the lecturer replied that all such dainties ought to be banished from the table, she was met with a roar of laughter, and a general laugh by saying that if they must eat ice cream and cakes it would be well to boil them a half hour first, was cheerfulness restored. There was no compromise regarding the chocolates.

"Every bit of food that goes into the stomach," Dr. Geisel said, "must be raised to a temperature of 100 degrees Fahrenheit, and it is best to do the work on the stove and not reduce the stomach to a state of inactivity with ice. To a member who suggested that ice was warmed in the mouth by sensible people, the speaker replied that in that case it is a question of abusing the salivary glands. Instead of the stomach, if the cream must be eaten, said Dr. Geisel, eat it alone. Do not accompany it with cake or bread. The frequency of Bright's disease and other kidney disorders she attributed to excessive use of cane sugar.

"Fermented breads" was the subject of the lecture. During its course a trained assistant made yeast and fruit bread, and many interesting facts relating to the topic were developed.

Dr. Geisel decried the common use of fermented breads, and deplored the fact that aerated kinds are not likely to be substituted for them. As simple tests of flour she mentioned the color and weight. Yellow flour, not that with a white or bluish tint, should be selected. A dry, light flour is best for use. No salt, sugar, or other ingredients should be added. Water better than milk for mixing. If the bread mixture becomes chilled it is pretty sure to sour. The oven in which to bake should be at a temperature between 400 and 450 degrees. If an oven thermometer is not at hand, the baker can judge the heat by the color of the bread. It is five minutes if it is light brown. When it is a golden brown it is right for bread. If it is brown in one minute, it is right for cake. Dr. Geisel said that if the bread is not baked thoroughly before adding the dates, raisins, or other fruit that it is to be used. Then knead in the fruit and the bread is done. The kneading should be done in the hands, not on a table. The bread should be made very stiff with flour. The crust of bread cannot be too hard. The following are the recipes given by the lecturer:

GRAHAM BREAD.

Make a sponge of white flour, one pint of lukewarm water, one tablespoonful of sugar and one-half cupful of liquid yeast or one-half piece of compressed yeast. Beat vigorously for ten minutes, turn into a warm bread bowl and allow it to stand overnight in a warm place. In the morning when it is light colored, add one-half cup of water and one-half cup of salt. Knead well for one-half hour, or until the mass is entirely smooth. Set it in a warm place and allow it to rise. Bake in a moderate oven for one hour.

WHOLE WHEAT BREAD.

In making whole wheat bread two-thirds whole wheat flour and one-third white flour should be used. Set a sponge of one pint of lukewarm water, one tablespoonful of sugar and one-half cupful of yeast. Add the one-third of white flour. Proceed with the whole wheat flour. In adding the wheat flour sift it lightly into the batter. It may be necessary to add a little more flour for the same amount. When the dough is smooth, knead it for one-half hour, or until the mass is entirely smooth. Set it in a warm place and allow it to rise. Bake in a moderate oven for one hour.

FRUIT BREAD-DATES.

Two cupfuls of clean seeded dates. Make the sponge as in the previous directions. In making up the dough knead the dates in with the flour. Care should be taken that the dates are well distributed through the dough.

FRENCH ROLLS.

Said one pint of milk or milk and cream mixed; when lukewarm add the one-half cupful of yeast and one tablespoonful of sugar and one teaspoonful of salt. Allow to rise for twenty or thirty minutes on a board. Set to rise in a warm place, or in a well covered dish wrapped in a blanket. When very light turn out on a floured board and knead until smooth again, then roll out and cut in sizes or shapes desired. Place in well greased tin, not too close together. Bake in a moderate oven for thirty or forty minutes.

LOS ANGELES IN GALA ATTIRE.

ITS ENTERTAINMENT OF CLUBWOMEN TO BE ON A LAVISH SCALE.

The preparations for the coming biennial convention of women's clubs in Los Angeles are being made upon a lavish scale. The new president, Mrs. Joseph Evans Cowles, is credited with rare executive ability, and with her coadjutors upon the local board, she is expected to make the convention a being planned for the coming of the guests in May.

Mrs. Cowles was elected president of the local board upon the resignation of Mrs. R. L. Craig, who soon after her election sustained a sudden bereavement in the loss of her husband. The choice of Mrs. Cowles is said to be eminently satisfactory to the women of Los Angeles. She is a prominent member of the most individual clubs of the city, and has for many years been identified with literary and philanthropic work. With her husband, Dr. J. E. Cowles, a leading physician and surgeon, Mrs. Cowles went from Chicago to Los Angeles in 1890. She was born in Carthage, Ind., and was educated at Earlham College, in that State.

Los Angeles has postponed its spring festival, the "Flower and Leaf Festival," until the first week in May. In order that the visiting clubwomen may see this carnival with all its brilliant attendant ceremonies. The local color of the festival will be especially enjoyable to those who have never been upon the Pacific Coast.

The Chinese section, with all its barbaric Oriental splendor, is most striking. The robes of the Chinese officials are of blue, green, gold and silver, and the Chinese parades are of peculiar beauty. The Chinese section, with all its barbaric Oriental splendor, is most striking. The robes of the Chinese officials are of blue, green, gold and silver, and the Chinese parades are of peculiar beauty. The Chinese section, with all its barbaric Oriental splendor, is most striking. The robes of the Chinese officials are of blue, green, gold and silver, and the Chinese parades are of peculiar beauty.

The Spanish cavaliers in the court dress of Spain, mounted upon superb, caparisoned horses, are also a most attractive feature of the parade. The Pueblo Indians, in their rare blankets, silver ornaments and carrying quaint specimens of pottery and baskets, are also most attractive. The brilliant and beautiful floral features are only possible in a climate where semi-tropical flowers are obtainable.

Many other enjoyable things are being planned for the pleasure of the guests, including receptions, rare curio exhibitions, etc. No pains will be spared to make the week one of rare enjoyment.

ENTERTAINMENT FOR SATURDAY. Immensely successful from every point of view was the entertainment given yesterday at the Buckingham Hotel by Auxiliary No. 2 of the Stony Wold Sanatorium Association.

The artists who gave their services for the cause were all of sufficient prominence to serve as drawing cards, and comprised Mrs. Leslie Carter, Miss Marguerite Hall, Marie Burroughs, Kyrie Bell, Helen Nichol as "solo" performers. Mr. and Mrs. Carl Hauser, Henry Hess and Louis Helms gave the first movement of Rhythmberg's quartet, opus 30, for piano, violin, viola and cello, at the opening of the entertainment, and Dvorak's quartet, opus 85, at the close. Bruno Huhn was accompanied.

The large drawing rooms of the hotel lent for the hour of beginning, and soon even the halls and anterooms were crowded. Lovely gowns and brilliant jewels made the scene extremely pretty. A large sum will undoubtedly be added to the Stony Wold fund by the entertainment.

RUSSIA'S NEW PORT.

DALNY, ON THE GULF OF PE-CHI-LI, OPEN TO COMMERCE.

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A FINE DEEP WATER HARBOR. Dalny itself is one of the finest deep water harbors of the Pacific, as it is free from ice, and shows thirty feet of water at low tide within any difficulty and, even without the aid of a pilot, sail or steam up alongside of piers, well protected by breakwaters, where cargoes can be loaded into cars that run direct for six thousand miles or more to St. Petersburg. The surface of the bay comprises many miles, and the deep water area is sufficient to handle the shipping of all China. The rise and fall of tide does not exceed twelve feet. Five large piers are being constructed of blocks of stone and cement, weighing from twenty to fifty tons. These piers will vary in width from sixty to several hundred feet and in length from a quarter of a mile to a half mile, and each will be supplied with numerous railroad tracks, warehouses and elevators, gas, electric light and water. One of these piers was completed in July, 1901, and another will be ready for use by the end of the year. There are abundance of room in the harbor and sufficient depth of water to provide for any number of piers desired. A breakwater is being constructed across the pier area, so that ships can load and unload regardless of weather. Docks for foreign vessels, steam and sail, will extend between these piers and along the shore for two miles. Docks, piers and anchorage for the Chinese native craft will be in another portion of the bay, opposite the native city, convenient to the railroad.

The construction of docks is proceeding well, and two large dredgers, built in Glasgow and laid down at Dalny, at a cost of \$185,000 each, are doing splendid service in deepening and filling the harbor. Two first class drydocks are also being constructed. One is intended for ordinary ocean steamers, and the other is designed to accommodate the largest vessels of the Chinese coasting trade, and is one of the world. The first of these drydocks is in course of active construction, as seventeen hundred men are daily working for its completion. It is difficult to conceive of a port where the economy of handling cargo will excel that of the harbor of Dalny when it is completed. From the design and execution so far as completed, four or five splendidly equipped steamships, of this place, it will be practically a perfect harbor.

NO CUSTOMS DUTIES CHARGED. The port is to be absolutely free, as no custom house is to be established. Even the rates for landing or to be exported from here. Tonnage dues, dock charges and wharfage and warehouse charges will all be maintained at the lowest point, with the view to encourage and develop commerce. All these features will be modeled on the methods of Japan. The low priced coaling service, the small labor force required to construct the port, the free use of the cars, the ease of entrance into the harbor at all seasons of the year and the announced policy of low charges will combine to make this the most economical shipping port of the Orient, and the enormous trade which a wise and honest policy of railroad administration is sure to develop will create here one of the greatest commercial points on the coast.

The city, according to the plan that is being followed in construction, is to consist first of the administration portion, in which will be railroad shops for making cars, etc.; repair shops, steamship construction and repair shops, port, steamship and railway headquarters and offices, homes of mechanics and general employees, and places for amusements. This portion of the city is being completed at the present time and contains a great area of well constructed streets and substantial brick buildings.

Immediately back of this administration city, which is built on a small peninsula, are the godown, warehouse, large bank and other buildings. This portion extends to the docks and piers, and, together with the administration and Chinese section, covers the entire waterfront. Joining this is the retail and general mercantile section, and further off toward the hills and on gradually sloping high ground, the residential section. The Chinese section faces on the bay, and is distinguished by its Chinese architecture, including adjoined. Electric lights are already in operation, and a complete system of electric tramways is in the course of construction. The Chinese section, with its foreign settlement, to the southeast, is an excellent sea beach that is to be arranged for a summer resort. Already an excellent highway will be made to connect it with the town.

CITY'S POPULATION AND GOVERNMENT. There are twenty-three thousand men daily at work in the construction of the port and town, and the total population is about fifty thousand, mostly Chinese, Japanese, Koreans and Russians. Already something more than \$6,000,000 has been expended upon the port, the plan and constructing the harbor and city, and it is said that it is the intention to expend \$15,000,000 more in completing it, a total cost of \$21,000,000. It is intended that the city shall be free to people of all nations. Land is to be sold at auction to the highest bidder as soon as lots are graded and streets, etc., completed. The sales are expected to begin about April 1, 1902. Many people have already erected buildings, and an arrangement to have the first right to purchase or to have all their improvements paid for by other purchasers.

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STEWED TRIPE. Those who have preserved or pickled oysters in the above manner claim that they can be kept for years. The holding to which the oysters are subjected renders them less tender than if prepared for immediate use, but they can be used in the months without an "R," and in the country this is a favorite way of keeping them.

Cut two pounds of honeycomb tripe into squares of about one inch, wash thoroughly in cold water, peel and slice thin, add to the tripe, cover with cold water, and when this comes to a boil drain off all the water and add a fresh supply. Let the tripe boil for one hour, then drain off the water. Make a milk sauce of one quart of milk thickened with flour and seasoned with a quarter of a pound of butter, salt and pepper. Pour this over the tripe, and when the whole is about to boil put in a heated dish, sprinkle the top with chopped parsley and serve. Some persons like to have the tripe served in rounds of toast from which the crust has been removed.

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Third.—Quarantine regulations for the exclusion of contagious diseases shall be applied in full force to ships entering the port.

Fourth.—Merchandise imported into Russia, and coming from the territory to which the right of free trade is thus extended, shall be examined, and shall pay such duties upon entering the limits of the empire as are provided for by the general laws which govern the importation of foreign goods.

A FINE DEEP WATER HARBOR. Dalny itself is one of the finest deep water harbors of the Pacific, as it is free from ice, and shows thirty feet of water at low tide within any difficulty and, even without the aid of a pilot, sail or steam up alongside of piers, well protected by breakwaters, where cargoes can be loaded into cars that run direct for six thousand miles or more to St. Petersburg. The surface of the bay comprises many miles, and the deep water area is sufficient to handle the shipping of all China. The rise and fall of tide does not exceed twelve feet. Five large piers are being constructed of blocks of stone and cement, weighing from twenty to fifty tons. These piers will vary in width from sixty to several hundred feet and in length from a quarter of a mile to a half mile, and each will be supplied with numerous railroad tracks, warehouses and elevators, gas, electric light and water. One of these piers was completed in July, 1901, and another will be ready for use by the end of the year. There are abundance of room in the harbor and sufficient depth of water to provide for any number of piers desired. A breakwater is being constructed across the pier area, so that ships can load and unload regardless of weather. Docks for foreign vessels, steam and sail, will extend between these piers and along the shore for two miles. Docks, piers and anchorage for the Chinese native craft will be in another portion of the bay, opposite the native city, convenient to the railroad.

The construction of docks is proceeding well, and two large dredgers, built in Glasgow and laid down at Dalny, at a cost of \$185,000 each, are doing splendid service in deepening and filling the harbor. Two first class drydocks are also being constructed. One is intended for ordinary ocean steamers, and the other is designed to accommodate the largest vessels of the Chinese coasting trade, and is one of the world. The first of these drydocks is in course of active construction, as seventeen hundred men are daily working for its completion. It is difficult to conceive of a port where the economy of handling cargo will excel that of the harbor of Dalny when it is completed. From the design and execution so far as completed, four or five splendidly equipped steamships, of this place, it will be practically a perfect harbor.

NO CUSTOMS DUTIES CHARGED. The port is to be absolutely free, as no custom house is to be established. Even the rates for landing or to be exported from here. Tonnage dues, dock charges and wharfage and warehouse charges will all be maintained at the lowest point, with the view to encourage and develop commerce. All these features will be modeled on the methods of Japan. The low priced coaling service, the small labor force required to construct the port, the free use of the cars, the ease of entrance into the harbor at all seasons of the year and the announced policy of low charges will combine to make this the most economical shipping port of the Orient, and the enormous trade which a wise and honest policy of railroad administration is sure to develop will create here one of the greatest commercial points on the coast.

The city, according to the plan that is being followed in construction, is to consist first of the administration portion, in which will be railroad shops for making cars, etc.; repair shops, steamship construction and repair shops, port, steamship and railway headquarters and offices, homes of mechanics and general employees, and places for amusements. This portion of the city is being completed at the present time and contains a great area of well constructed streets and substantial brick buildings.

Immediately back of this administration city, which is built on a small peninsula, are the godown, warehouse, large bank and other buildings. This portion extends to the docks and piers, and, together with the administration and Chinese section, covers the entire waterfront. Joining this is the retail and general mercantile section, and further off toward the hills and on gradually sloping high ground, the residential section. The Chinese section faces on the bay, and is distinguished by its Chinese architecture, including adjoined. Electric lights are already in operation, and a complete system of electric tramways is in the course of construction. The Chinese section, with its foreign settlement, to the southeast, is an excellent sea beach that is to be arranged for a summer resort. Already an excellent highway will be made to connect it with the town.

CITY'S POPULATION AND GOVERNMENT. There are twenty-three thousand men daily at work in the construction of the port and town, and the total population is about fifty thousand, mostly Chinese, Japanese, Koreans and Russians. Already something more than \$6,000,000 has been expended upon the port, the plan and constructing the harbor and city, and it is said that it is the intention to expend \$15,000,000 more in completing it, a total cost of \$21,000,000. It is intended that the city shall be free to people of all nations. Land is to be sold at auction to the highest bidder as soon as lots are graded and streets, etc., completed. The sales are expected to begin about April 1, 1902. Many people have already erected buildings, and an arrangement to have the first right to purchase or to have all their improvements paid for by other purchasers.

The city is to be managed by a council to be elected by the ratepayers. Two members of the council must be Russian subjects, and not more than two Chinese or two Japanese can be elected at the same time. The Chinese Eastern Railway, which terminates at Dalny, is completed north to Harbin, and will connect with the Great Manchurian Railway. This road is completed east to Vladivostok and west to Kailashov, where it connects with the Great Siberian Railway. The road is therefore carried its traffic to the head of navigation on the Amur, thence down this stream to Harbin and so by rail to the Pacific coast. In 1901, the Central Manchurian and the Chinese Eastern railways were to be open for traffic to Dalny, and the Chinese Eastern Railway from Dalny to St. Petersburg, and train service will be continuous. Lake Baikal being crossed by steamship, the trains will be carried by the newly appointed Russian Ministry of Railways. The newly appointed Russian Minister to Peking has just passed over the route, going from St. Petersburg to Dalny in twenty-four hours. The entire line is now open, and it is intended to run fast trains with excellent car service every three or four days. While through rates will be established for something like the rates at Dalny, says that the charge from Dalny to St. Petersburg will not exceed \$7.25.

STEWED TRIPE. Those who have preserved or pickled oysters in the above manner claim that they can be kept for years. The holding to which the oysters are subjected renders them less tender than if prepared for immediate use, but they can be used in the months without an "R," and in the country this is a favorite way of